Asst. to Chief for Epidemiology
and Field Studies, DOH -- 4/8/66

In only one case (No. 5) did the percentage of fiber approach the percentage of asbestos in the brake and that was at a temperature of 600-700 F as compared with normal maximum operating temperatures for automobile brakes in the range of 550-600 F. It appears that when the design temperature of a brake is exceeded, the binder decomposes and releases part of the asbestos as free fiber. At lower operating temperatures the asbestos worn off the lining remains encapsulated in the binder and few free fibers occur. Thus, although urban air would undoubtedly contain a few free asbestos fibers as a result of disintegrating brake shoes, they would represent an extremely small percentage of the total asbestos used in the manufacture of brakes.

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